

5. Requests for Preparation of New Terminal Forecasts or for Expanding Existing Part-Time Terminal Forecast Services.

Requests by the FAA to establish new terminal forecast service or to expand the hours of existing part-time terminal forecast service, stating the validated requirement, should be sent to the appropriate RAM (or equivalent) for evaluation. The NWS region shall recommend the FAA request be approved or disapproved based on availability of data (refer to Section 5.1) and NWS resources to support the newly requested terminal forecast(s). The regional recommendation shall be forwarded to the Chief, Integrated Hydrometeorological Services Core of the NWS' Office of Meteorology.

At locations where part-time manual observations are replaced with 24-hour automated observations, part-time terminal forecast service is not automatically increased to 24 hours. Any increased terminal forecast service must be requested by the FAA and evaluated by the NWS based on availability of data and NWS resources.

Requests by local aviation interests, airlines, or any source other than the FAA, to establish new terminal forecast service or to expand the hours of existing part-time terminal forecast service shall be forwarded by the receiving NWS office to the appropriate NWS regional headquarters. The NWS regional office shall forward the request to the appropriate FAA regional office.

Upon NWS Headquarters approval, the NWS Region responsible for the requested terminal forecast shall respond to the appropriate FAA regional office to notify them if the request was approved or disapproved. If the request for a new terminal forecast(s) is approved, the responsible NWS Region shall also initiate and submit a Data Review Group (DRG) Request for Change to add the terminal forecast to the appropriate NWS communication systems. Once the DRG has approved the request, the DRG shall arrange for the product(s) to be added to the appropriate NWS communication systems, the FAA's Weather Message Switching Center Replacement (or its replacement), the Family of Services, and other appropriate federal data communications systems. The requesting FAA region should be advised that the new terminal forecast service will not begin until it has confirmed arrangements that the FAA communications system can accommodate the product.

AVIATION TERMINAL FORECASTS (D-31)

5.1 Availability of Observations Required to Initiate New Terminal Forecast Service. As part of the procedures to establish a terminal forecast for an airport where the NWS is not currently preparing one, airport operators shall, at a minimum, ensure regular hourly and special observations of the following weather elements:

- wind velocity (speed and direction)
- visibility
- weather and obscurations
- sky condition
- temperature
- dew point temperature
- altimeter setting

Absence of any one of the elements listed above from either the observation itself or supplementary and/or complementary data sources on a regular basis shall preclude the NWS agreement to initiate new terminal forecast service for that location.

Commissioned automated surface observation sites providing Automated Surface Observing System (ASOS) or Automated Weather Observing System (AWOS)-3-type observations (see FAA document 7900.5A, Surface Weather Observing - METAR, Chapters 4 and 5) and meeting either of the following conditions, shall be eligible for terminal forecast service:

a. Attended or unattended automated surface observation sites with systems that meet or exceed the performance specifications of the ASOS, **and** which the MIC of the office that would issue the associated terminal forecast determines have sufficient supplementary, complementary and/or augmented observation data coverage and availability.

b. Automated surface observation sites, with systems that meet or exceed FAA-specified AWOS-3 performance requirements, **and** that the MIC of the office that would issue the associated terminal forecast determines have sufficient supplementary and complementary observation data coverage and availability and/or that have appropriate manual augmentation by certified observers. Appropriate manual augmentation is defined as that which adds, as a minimum, those elements provided by commissioned ASOS systems that are not otherwise available from an AWOS-3.

Augmentation shall be provided in accordance with the agency agreements with augmenters (refer to FAA document 7900.5A, Surface Weather Observing - METAR, Chapters 4 and 5). If the elements listed above are reliably provided, it is NWS policy

AVIATION TERMINAL FORECASTS (D-31)

that the total available data, including those from remote sensor systems such as satellite, radar, profilers, etc., shall be sufficient to support initiation of new terminal forecast service for that airport, and to support preparation and maintenance of a terminal forecast issued under the procedures, including amendment procedures, detailed in this chapter.